STATE ROUTE 165

TRANSPORTATION CONCEPT REPORT

CALTRANS DISTRICT 10
OFFICE OF SYSTEM PLANNING
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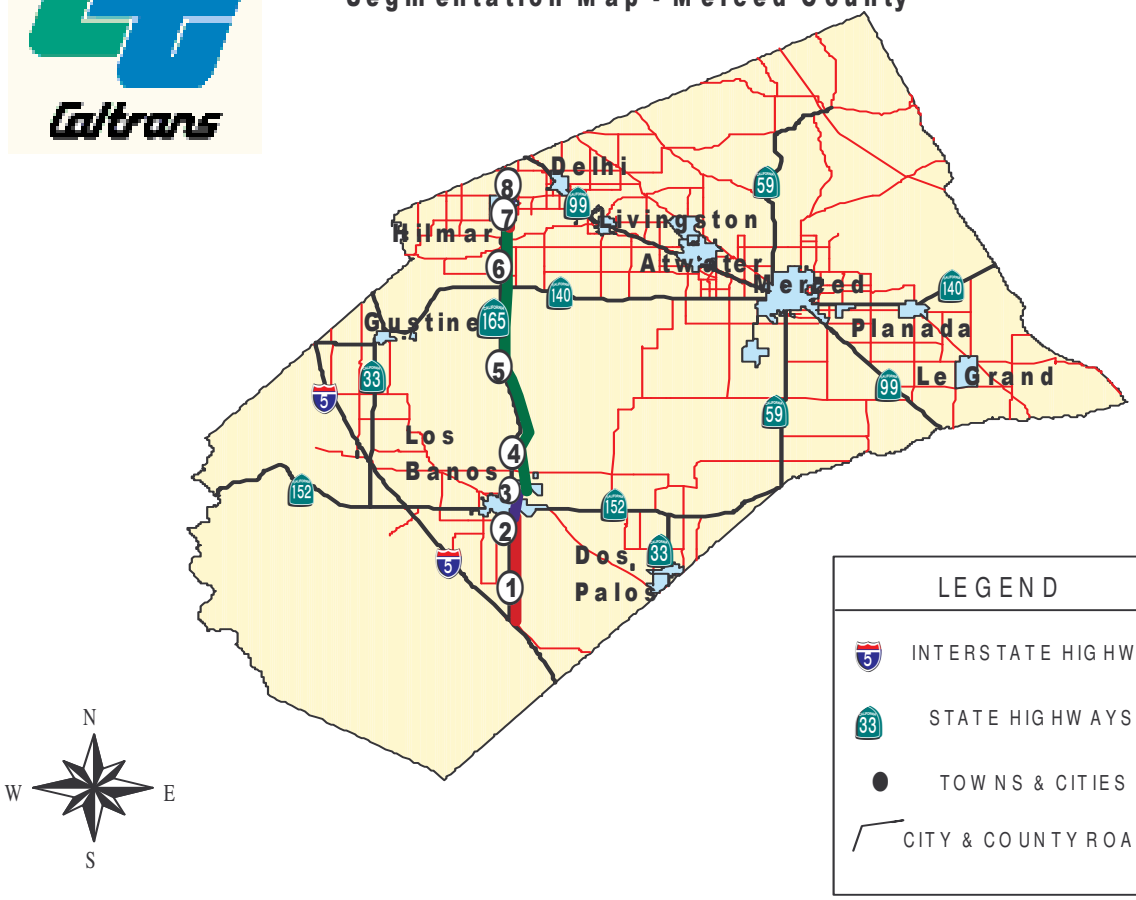
SR-165 TRANSPORTATION CONCEPT REPORT

Segmentation Map - Merced County

Department of Transportation
District 10
Office of System Planning

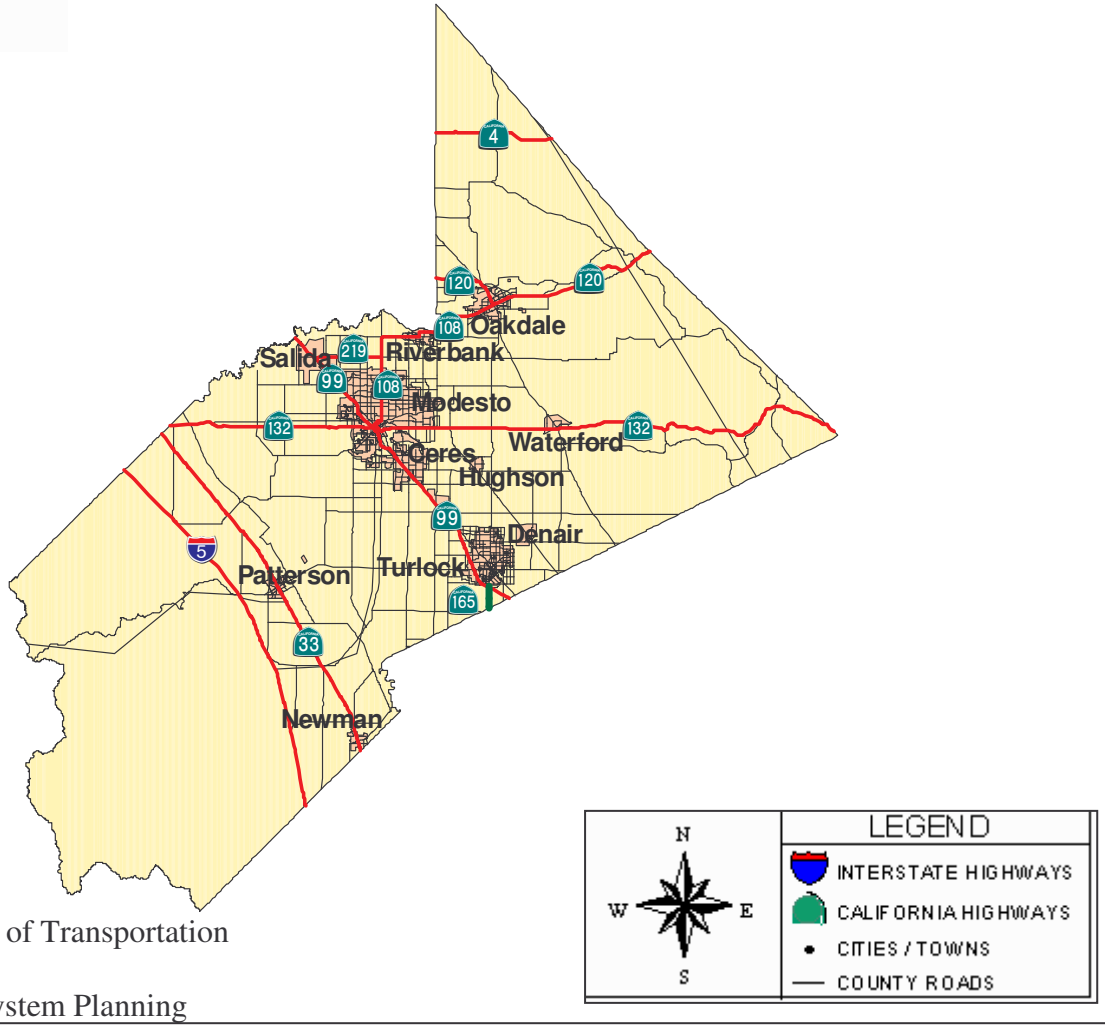


EXECUTIVE SUMMARY

Segment	PM/KP	Location	2000 LOS	Current Facility	2025 LOS w/o Improvements	2025 Concept LOS	2025 Concept Facility
1	PM 0.00-8.04/ KP 0.00-12.94	I-5 to N. of Pioneer Rd.	B	2-lane conventional	D	D	2-lane conventional highway *
2	PM 8.04-8.79/ KP 12.94-14.15	N. of Pioneer to SR-152	C	2-lane conventional	E	D	4-lane conventional highway **
3	PM 8.79-10.33/ KP 14.15-16.62	SR-152 to N. of Overland Rd.	D	2-lane conventional	F	D	4-lane conventional highway *
4	PM 10.33-11.73/ KP 16.62-18.88	N. of Overland Rd. to Henry Miller Rd.	D	2-lane conventional	F	D	4-lane conventional highway *
5	PM 11.73-26.87/ KP 18.88-43.24	Henry Miller Rd. to SR-140	C	2-lane conventional	F	D	2-lane conventional highway * * *
6	PM 26.87-32.37/ KP 43.24-52.09	SR-140 to Williams Ave.	C	2-lane conventional	E	D	2-lane conventional highway * * * *
7	PM 32.37-34.36/ KP 52.09-55.30	Williams Ave. to August Ave.	D	2-lane conventional	F	D	4-lane conventional highway * * *
8	PM 34.36-36.72/ KP 55.30-59.09	August Ave. to Mer/Sta Co. line	E	2-lane conventional	F	D	4-lane conventional highway * * *

* with paved shoulders and left-turn channelization as appropriate.
* * with continuous left-turn lanes as appropriate.
* * * with left-turn channelization.
* * * * with shoulder widening.

STATE ROUTE 165
TRANSPORTATION CONCEPT REPORT
Segmentation Map-Stanislaus County



Department of Transportation
District 10
Office of System Planning

EXECUTIVE SUMMARY

Segment	PM/KP	Location	2000 LOS	Current Facility	2025 LOS w/o Improvements	2025 Concept LOS	2025 Concept Facility
1	PM 0.00-1.55/ KP 0.00-2.49	Mer/Sta County line to N. of SR-99	E	2-lane conventional	F	D	4-lane conventional highway * *

* * with continuous left-turn lanes as appropriate.

Transportation Concept Report
State Route 165

STATEMENT OF PLANNING INTENT

System Planning is Caltrans' long-range transportation planning process and is conducted pursuant to Government Code Section 65086(a), and Caltrans policy. The multi-jurisdictional system planning process is multi-modal and considers the entire transportation network, including rail, air, ferries, mass transit, state highways, and local streets and roads. System Planning is used to identify and prioritize future transportation improvements in cooperation with its planning partners. As part of the continuing, cooperative, and comprehensive transportation planning process, System Planning strives for interregional and statewide continuity of the State's transportation network.

PURPOSE OF THE TRANSPORTATION CONCEPT REPORT

System Planning produces three interrelated planning documents that provide guidance, evaluate transportation corridors, and develop system improvements. The three planning documents are: the Transportation Concept Report **(TCR)**, the Transportation System Development Program **(TSDP)**, and the District System Management Plan **(DSMP)**.

Transportation Concept Report (TCR)

The TCR is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a 20-year concept that is consistent with the District's goals as set forth in the DSMP. The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the improvements needed to attain that LOS. Operating conditions for each corridor are projected for 10-year and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for future ultimate facility projects. While the 10-year and 20-year plans consider funding issues, the UTC does not.

Transportation System Development Program (TSDP)

The TSDP is the Department's principal document for identifying state highway improvements that are recommended to go forward into further study and inclusion into regional transportation plans and programs and ultimate consideration in future programming cycles. It includes components for both a recommended plan and a cost constrained plan, and categorizes improvements into two time frames, occurring within 20 years and occurring after 20 years.

District System Management Plan (DSMP)

The DSMP is a strategic and policy planning document for the District's transportation system and communicates the broad transportation system concept and improvement strategies for the District over the next 20 years. It is developed in partnership with regional and local agencies, Native American governments, and the public. The DSMP serves as the foundation for the TCR and TSDP.

This report is prepared by Caltrans staff in cooperation with the regional and local agencies which have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy. TCRs are updated as needed, as conditions change, or as new information is obtained.

ROUTE DESCRIPTION

The State Route 165 (SR-165) corridor is a north/south route beginning at Interstate 5 (I-5) south of Santa Nella in Merced County and ending at SR-99 in the City of Turlock in Stanislaus County. This route is completely contained within District 10. The route is 38.3 miles long and traverses the San Joaquin Valley. For the purposes of this report, SR-165 has been divided into segments within each county to facilitate in analyzing the varying characteristics of the route: Merced County has eight segments and Stanislaus County has one segment. SR-165 passes predominately through flat terrain.

Route Designations

SR-165 is functionally classified as a Minor Arterial for the entire route with the exception of the segment through Los Banos where it is functionally classified as a Principal Arterial. SR-165 is not designated as a Surface Transportation Assistance Act (STAA) truck route. It is not on the Scenic Highway System or on the National Highway System (NHS). SR-165 is not designated as a Strategic Highway Network (STRAHNET) Deployment Route and it is not on the Freeways and Expressways (F & E) System. SR-165 is, however, designated as a Terminal Access Route.

Projects to build new highways or add capacity to existing highways are funded through the State Transportation Improvement Program (STIP). Legislation approved Senate Bill 45 (SB-45) in 1998. SB-45 specifies that Regional Transportation Planning Agencies (RTPAs), such as the Merced County Association of Governments (MCAG), will have decision-making authority over 75% of STIP funds while the State makes funding decisions for the remaining 25% of the funds. This legislation further specifies that the State's 25% share can only be used on State highways which are part of the Interregional Road System (IRRS). SR-165 is not designated as an IRRS route; therefore, it is ineligible for funding considerations as part of the State's 25% share of STIP funds. However, capacity improvements on this route can be funded as a part of the STIP funds available to either Merced County Association of Governments (MCAG) or the Stanislaus County Council of Governments (StanCOG.)

Purpose of Route

SR-165 serves the communities of Los Banos, Stevinson, Hilmar, and Turlock. SR-165 is widely used for commute traffic between these cities and communities as well as offering a connection between I-5 and SR-99. SR-165 also connects to SR-152 and SR-140. SR-165 carries a large amount of agricultural traffic due to the vast agricultural resources seasonal produced along this corridor. Also, SR-165, along with other state highways in the vicinity, is critical to the continued economic development of the region.

ROUTE CONCEPT SUMMARY / RATIONALE and CONSIDERATIONS

The route concept is comprised of two factors:

1 - The minimum LOS tolerable for peak hour conditions.
2 - The type of facility necessary to provide the concept LOS.

(Refer to Appendix 2 for the designation of LOS levels.)

State Route 165 Concept/Rationale

The IRRS is a series of interregional state highway routes outside urbanized areas that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions. The concept LOS for an IRRS route in rural areas is "C" and "D" in urban and developing areas. The concept LOS for routes that are not on the Interregional Road System is "D." SR-165 is not an IRRS route; therefore the concept LOS for the 20-year planning horizon is "D."

The concept facility needed to meet the concept LOS is described as follows by segment. The Ultimate Transportation Corridor (UTC) for SR-165 is a 4-lane conventional highway for the majority of the route with deviations to 5 lanes through Los Banos.

Merced County

Segment 1

The concept facility for Segment 1 (PM 0.00– 8.04 / KP 0.00-12.94) is a 2-lane conventional highway with paved shoulders and left-turn channelization as appropriate.

The LOS for this segment is projected to be at the concept LOS within the 20-year horizon. The UTC for this segment is a 4-lane conventional highway.

Segment 2

The concept facility for Segment 2 (PM 8.04-8.79 / KP 12.94-14.15) is a 4-lane conventional highway with continuous left-turn lanes as appropriate.

The LOS for this segment is projected to fall below the concept LOS within the 20-year horizon. The UTC for this segment is a 4-lane conventional highway.

* The 2001 Merced County Association of Governments (MCAG) Regional Transportation Plan (RTP) identifies long term plans to widen SR-165 to four travel lanes with a left-turn lane from the City limits to SR-152. Additionally, MCAG, the City of Los Banos and Caltrans through a cooperative effort, have developed a Los Banos Access Management Plan that will be used by all three agencies to address circulation concerns along the corridor. The Plan identifies Los Banos access management policies in Intergovernmental Review (IGR), including planning and permit processes. The Plan will serve as a tool in developing the General Plan, and will assist in providing a foundation for the joint decision-making process for the City of Los Banos and Caltrans regarding granting access to the State Highway System in the area.

Currently, the Los Banos Bypass (SR-152) is programmed in the STIP for Project Approval/Environmental Document (PA&ED) phase.

Segment 3

The concept facility for Segment 3 (PM 8.79-10.33 / KP 14.15-16.62) is a 4-lane conventional highway with paved shoulders and left-turn channelization as appropriate.

The LOS for this segment is projected to fall below the concept LOS within the 20-year horizon. The UTC for this segment is a 5-lane conventional highway.

See Segment 2 *.

Segment 4

The concept facility for Segment 4 (PM 10.33-11.73 / KP 16.62-18.88) is a 4-lane conventional highway with paved shoulders and left-turn channelization as appropriate.

The projected LOS along this segment of SR-165 is expected to fall below the concept LOS by 2025. The UTC for this segment is a 4-lane conventional highway.

See Page 3, Segment 2 *.

Segment 5

The concept facility for Segment 5 (PM 11.73-26.87 / KP 18.88-43.24) is a 2-lane conventional highway with left-turn channelization.

The projected LOS along this segment of SR-165 is expected to fall below the concept LOS by 2025. The UTC for this segment is a 4-lane conventional highway.

Segment 6

The concept facility for Segment 6 (PM 26.87-32.37 / KP 43.24-52.09) is a 2-lane conventional highway with shoulder widening.

The projected LOS along this segment of SR-165 is expected to fall below the concept LOS by 2025. The UTC for this segment is a 4-lane conventional highway.

Segment 7

The concept facility for Segment 7 (PM 32.37-34.36 / KP 52.09-55.30) is a 4-lane conventional highway with left-turn channelization.

This segment of SR-165 is currently functioning below the concept LOS. The UTC for this segment is a 4-lane conventional highway.

* According to the April 2001 Highway 165 Major Investment Study (MIS) report prepared by MCAG, in regards to SR-165 Widening (American Avenue to SR-99) Improvement, based on traffic projections, transportation system management (TSM) approaches proposed elsewhere in the report may not be sufficient to reduce future congestion along the SR-165 segment from American Avenue to SR-99. As a result, Caltrans has prepared a preliminary cost estimate for widening this segment of roadway and adding travel lanes. Additional capacity of this segment of roadway will be reviewed in future years based on operational experience gained from existing and planned improvements in the region including improvements to the SR-99 corridor and planned upgrades of Bradbury Boulevard.

In regards to Hilmar improvements, review of past bypass plans for this segment resulted in the determination that the facility would not be a cost effective solution to either present or projected future traffic congestion. Development of a circulation plan for the community of Hilmar will reduce local traffic impacts on Highway 165, and reduce congestion for this segment of roadway. An element of this local circulation system may be upgraded in future years to a bypass facility for Highway 165. The new circulation elements, coupled with other TSM strategies, are expected to maintain corridor capacity on this segment of roadway through the 2020 planning period.

Segment 8

The concept facility for Segment 8 (PM 34.36-36.72 / KP 55.30-59.09) is a 4-lane conventional highway with left-turn channelization.

This segment of SR-165 is currently functioning below the concept LOS. The UTC for this segment is a 4-lane conventional highway with left-turn lanes.

See Page 4, Segment 7*.

Stanislaus County

Segment 1

The concept facility for Segment 1 (PM 0.00-1.55 / KP 0.00-2.49) is a 4-lane conventional highway with continuous left-turn lanes as appropriate.

This segment of SR-165 is currently functioning below the concept LOS. The UTC for this segment is a 4-lane conventional highway.

See Page 4, Segment 7*.

STATE ROUTE 165 CONSIDERATIONS

Context Sensitive Solutions / Land Use

Caltrans uses "Context Sensitive Solutions" as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. This requires careful, imaginative, early planning, and includes continuous community involvement.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as community values, funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, relevant laws, rules, and regulations all must be addressed.

In towns and cities across California, the State highway may be the only through street or may function as a local street. Hilmar, Stevinson, and Los Banos are good examples of a community where a State Highway is its "Main Street". Communities desire their main street be an economic, social, and cultural asset, as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel, and have desirable visual quality. In natural areas, projects can fit aesthetically within the surroundings by including contour grading, aesthetic bridge railings, and special architectural and structural elements. Addressing these needs will assure that transportation solutions meet more than transportation objectives.

For further information regarding context sensitive solutions, you may refer to the Caltrans' booklet called "Main Streets: Flexibility in Design and Operations" that was published in 2002. This booklet emphasizes Caltrans' commitment to the production of transportation projects that make state highways that happen to be local main streets more walk able and livable. It is a manifestation of a trend that is sweeping rapidly across America – and across California. To view online: http://www.dot.ca.gov/hq/oppd/guidance.htm or to obtain a copy, contact Caltrans publication staff at (916) 323-5606 or (916) 445-3520 or write to: California Department of Transportation, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, CA 95815-3800.

According to MCAG's RTP, Merced County is facing an issue of balancing between accommodating growth and conservation of the natural resources, such as productive farmland, with wildlife habitats and groundwater supplies. Important issues, with respect to transportation planning, are how to provide adequate access to what is already built, and how to best serve planned land uses both adequately and economically. This can be accomplished by promoting compact urban boundaries, implementing creative urban design techniques to encourage walking and bicycle use, implementing access management techniques to reduce congestion on existing roads, and to generally do a better job in planning access for future land uses.

Stanislaus Council of Governments' (StanCOG) RTP supports local land use plans and development projects in three ways:

1) Based upon assumptions about future land use development consistent with the adopted General Plans of each jurisdiction. StanCOG works closely with cities and the County of Stanislaus to ensure that the land use assumptions used in the travel forecasting model reflect the most accurate information available about future, and planned growth in the region.

2) By using local land use projections, transportation needs and priorities are evaluated and selected based on their ability to contribute toward the development of an efficient regional transportation system that supports local growth plans.

3) The Plan identifies policies and programs to ensure that projects, policies, and mitigation measures contained in the RTP are incorporated into local land use decisions.

Safety Conscious Planning

Safety conscious planning is incorporated into all planning processes, and complements context sensitive solutions. As in most projects, a need is established before a project can be considered to build. Congestion, high accident rates, poor LOS, narrow roads, poor alignments, poor roadway surface conditions, and operational deficiencies add to the need for safety improvements. The TCR can be a tool to proactively identify safety improvements. Suggested solutions should complement the surrounding environment and the needs of the people within. Sensitive solutions must be agreed upon by all who use these facilities.

Safety/Operational Improvements

Included on the Segment Fact Sheets for each segment is the Traffic Collision rate for that stretch of roadway. This rate indicates the number of incidents per million vehicle miles based on three years of data.

The State Highway Operations and Protection Program (SHOPP) is prepared in accordance with the Streets and Highway Code, and departmental policy for management of SHOPP, by the State Department of Transportation, and is approved by the California Transportation Commission (CTC). SHOPP improvements are limited to maintenance, safety, and operational improvements that do not add capacity to the system. Funding for these operational improvements compete on a statewide basis.

Signals

Signals are warranted based on traffic volumes, pedestrian traffic, interruption of continuous traffic and operation, peak hour delay, and accidents.

There are a total of five signals and one stop sign located along State Route 165:

Merced County	
Post Mile	***Location Description***
8.77	In Los Banos - Junction Route 152 / Pacheco Blvd.
26.88	In Stevinson - Junction Route 140 (Stop sign)
33.38	In Hilmar - Bloss Avenue
33.63	In Hilmar - First Street
Stanislaus County	
Post Mile	***Location Description***
1.38	Turlock - SR-165 and Southbound Ramps
1.50	Turlock - SR-165 and Northbound Ramps

Signalization is under consideration at the intersection of SR-165 and August Avenue in Hilmar (PM 34.4).

Access Management

Access control is the regulation of public access to and from properties adjacent to highways. The primary purpose of access control is to increase the safety of the facility by controlling where vehicles enter, exit, or cross the highway. Controlling highway access also improves traffic operations and increases capacity. Access control is generally classified as full access control, partial access control, and access management.

Access management provides, or manages, access to adjacent property and other streets or highways, while maintaining the traffic flow on the highway. Access management can limit the number of conflict points, separate basic conflict areas, limit deceleration requirements, and remove turning vehicles from through traffic lanes. Access management techniques are most often applied to conventional highways such as SR-165.

One of the most beneficial techniques is to limit the number of intersections and driveways along the highway. On highways where businesses develop, driveway and intersection locations can interfere with the roadside becoming a major factor in reducing the capacity and increasing the potential for accidents. If access points are adequately spaced, with respect to the traffic volumes, the highway functions more efficiently.

There are several features that can be utilized to improve access management. Some of these features which are recommended for access management of SR-165 as follows:

1) Raised Median

   A raised median restricts access through the median and directs traffic to open medians and intersections where turning channelization is provided. It is used to restrict left turn movements from driveways and through lanes to eliminate conflicting through-movements, reduce accidents and improve the efficiency of remaining through-movements.

2) Traffic Signals

   Signals are utilized to control movements of mainline traffic and affect access to adjacent streets. The local roads will be allowed partial right in/right out or full access, depending on queuing of vehicles.

   Traffic signals also provide a safety measure for traffic entering the mainline from the local roads. The number and spacing of traffic signals will affect the capacity of SR-165.

According to the April 2001 Highway 165 MIS report prepared by MCAG, the improvement of approaches for SR-165, within the Los Banos urban area, are linked to the decision regarding the routing of the State Route 152 (SR-152) bypass. Within this context, a strategy of TSM solutions have been developed that would meet expected traffic needs through the planning period of 2020. These improvements, coupled with improvements to the City of Los Banos' circulation system, appear to address most traffic needs. The traffic conditions will need to be monitored over the next ten years to determine the effectiveness of program implementation and SR-152 bypass routing in addressing SR-165 traffic congestion.

SR-165 through the City of Los Banos intersects SR-152, which has undergone a study into the development of a bypass. As such, a Los Banos Access Management Plan (LBAMP) was developed and finalized on January 2004, which includes the portion of SR-165 around the area intersecting SR-152. These designated corridors serve local, commuter, recreational and agricultural truck traffic. Several signalized intersections along the corridor slow the interregional-through traffic. Valley-wide growth will continue to add to the deficiency along this segment and forecast data indicates a decline in LOS to "E" to "F" if no significant capacity enhancement projects are undertaken in the next twenty years.

The LBAMP addresses non-capacity increasing improvements for these corridors. As the traffic volumes increase in Los Banos, it will become increasingly important to provide long-range access management strategies for the corridors. Beneficial effects of the LBAMP includes improved accessibility and a reduction in congestion with safety as a priority.

Currently, SR-165 through the City of Los Banos is a 2-lane conventional highway with left-turn pockets (one raised). As traffic volumes and left-turn concentrations increase, so may the potential for accidents as well as reducing the capacity and operational efficiency of the highway. Between the limits of Scripps Drive and Santa Barbara Avenue in Los Banos, and Geer Avenue and August Avenue in Hilmar, curbed medians may help in preserving the safety and improving the operations of the highway. In addition, limiting additional driveways for existing and/or future development along this portion of the highway will help in eliminating conflict points. The goal is to coordinate the planning and access design for existing property and traffic conditions with future development for the overall system. The final decision as to the number and location of access points, given existing conditions and future projections, should be left to engineering judgments specific to Los Banos and Hilmar.

Through the town of Hilmar, SR-165 is a 2-lane conventional highway with a left-turn lane. Within the Hilmar area, development of a circulation plan for the community of Hilmar would reduce local traffic impacts on SR-165 and reduce congestion. An element of this local circulation system may be upgraded in future years to a bypass facility for SR-165. The new circulation elements, coupled with other TSM strategies are expected to maintain corridor capacity on this segment of road way through the 2020 planning period.

Trucks

Trucks account for varying percentages of the ADT depending on which county they are traveling through. Trucks account for 8% of ADT through Merced County while accounting for 5% of the ADT in neighboring Stanislaus County. The majority of the truck traffic is "farm-to-market" and varies according to seasonal crops. SR-165 provides a connection between I-5 and SR-99 between the Central Valley and the Bay Area. As the San Joaquin Valley develops to support a more mobile and service-orientated population, the need for north-south travel corridors, as well as their maintenance, will become crucial.

Planned and Programmed Projects

Planned Projects

County	*PM/KP*	*Location*	*Description*	*Designation*
Merced	PM 7.78-11.73/ KP 12.52-18.88	Pioneer Road to Henry Miller	Widen to 4 lanes	2001 RTP (Tier 2)
Merced	PM 32.37-36.72/ KP 52.10-59.10	Hilmar to Stanislaus County	Widen to 4 lanes	2001 RTP (Tier 2)

SR-165 has been listed as a route for corridor preservation in the Merced County RTP. The purpose is for a possible future improvement of constructing a Hilmar Bypass (although it is not listed as Tier 1 or Tier 2 project). Corridor preservation is a strategy aimed at minimizing future expenditures related to transportation by either purchasing right-of-way or preventing or slowing development in areas that are potentially needed for future improvements.

Programmed Projects

County	*PM/KP*	*Location*	*Description*	*Designation*
Merced	PM 11.70-26.90/ KP 18.83-43.29	Near Los Banos from Henry Miller Rd to Rte 140	**Wolfsen Rehab** AC overlay & widen structures	SHOPP PID
Merced	PM 27.9 / KP 44.9	In Stevinson at 3rd Ave.	Construct Left Turn Channelization	2006 Minor
Merced	PM 32.20-32.60/ KP 51.98-52.50	On SR 165 at Williams Avenue	Install Left Turn Lane	2005 Minor
Merced	PM 32.60-32.80/ KP 52.59-52.90	On SR 165 at Geer Avenue	Extend Left Turn Lane	2005 Minor
Merced	PM 34.4 / KP 55.3	In Hilmar at the Intersection of August Avenue/SR 165	Install Traffic Signals	2006 Minor

RIGHT OF WAY ISSUES AND ENVIRONMENTAL CONDITIONS

Land use along SR-165 includes agricultural, single and multi-family residential, commercial, and industrial. In cases where widening of SR-165 may be considered, the full range of right of way and environmental specialty studies may be required. These studies may include: cultural, biological, water quality, air quality, noise, socioeconomic, hazardous waste, visual, and the cumulative impacts of all projects along the corridor. In addition, where areas have been designated as such, an assessment of the impacts of any encroachments will be required. A large portion of SR-165 traverses protected farmland as well as portions of the corridor being situated within one of the most sensitive wetland areas in Central California according to the Highway 165 MIS. It also borders the San Luis Island National Wildlife Refuge and the Grasslands Wildlife Area between Los Banos and Stevinson.

As a result of preliminary environmental surveys, it was determined that all potential environmental problems, resulting from roadway improvements along the existing SR-165 alignment, can be mitigated or avoided. Specific areas of future environmental focus include:

- KP 0.0/18.8 – There are few prominent issues of environmental concern. Construction activities may be limited during nesting season if Swanson's hawks are observed nesting within the project area.

- KP 18.8/43.3 – Environmental concerns on this project include wetlands, floodplain areas, riparian vegetation, cultural resources, and possible presence of endangered species. The prominent issues of concern are wetlands, 4(f) issues, floodplain values, and riparian vegetation. These issue focus on the natural waterway crossings at Salt Slough, San Joaquin River, and the San Joaquin River overflow. If biology surveys identify listed species or critical habitat exists in the area of constructions, formal consultation with the California Department of Fish and Game and the US Fish and Wildlife Service will be required. Mitigation and/or a no-work window may be imposed.

- KP 43.3/48.3 – Prominent environmental issues include impacts at the Merced River, especially wetlands, riparian vegetation, threatened or endangered species, and water quality concerns. If biology surveys identify that listed species or critical habitat exists in the area of construction, formal consultation with the California Department of Fish and Game and the US Fish and Wildlife Service will be required. Mitigation and/or a no-work window may be imposed.

- KP 58.4/58.9 – Prominent environmental issues include social and economic impacts and hazardous materials.

Future planning efforts will require more detailed level of site analysis to comply with the requirements of CEQA and NEPA.

For detailed information regarding Right of Way issues, concerns and/or restrictions for each segment, please see fact sheets.

AIR QUALITY

SR-165 is located in the San Joaquin Valley Air Basin, which is defined by mountain and foothill ranges to the east and west. This area has been designated as a severe non-attainment area for ozone, serious non-attainment for particulate matter (PM-10), and as a maintenance area for carbon monoxide (CO). State and federal laws require that all state and regional transportation plans conform to the Environmental Protection Agency's (EPA) adopted State Implementation Plan (SIP) for air quality. Compliance with conformity laws mandate that adjacent non-attainment areas work together toward practical attainment strategies, such as the cooperation among the eight RTPAs within the San Joaquin Valley, Caltrans, and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

Due to Valley wide non-attainment, the eight RTPA's (three agencies in District 10) approved and signed a Memorandum of Understanding (MOU) in September 1992 to develop a comprehensive planning process. The Transportation Planning Agencies developed another MOU with the SJVUAPCD. The major focus of these comprehensive planning agreements was to reduce emissions through the following measures:

- Development and analysis of transportation control measures that each county could reasonably implement.

- Identification of effective transportation models that would generate a consistent analysis and reporting base.

- Satisfaction of conformity requirements for state and federal funds, especially the Transportation Equity Act for the 21st Century (TEA-21) funds.

The participation of the Valley Counties in the MOU is reflected in the updated MCAG RTP submitted for the current STIP funding cycle. The RTP identifies projects aimed at road improvements and transit projects. The transit projects focus on reducing single-passenger vehicle trips as well as creating and maintaining bicycle paths for non-emission travel.

The 1990 Federal Clean Air Act Amendments (CAAA), promulgated November 15, 1990, placed new requirements on sources of air pollution in areas (including the San Joaquin Valley) failing to meet federal air quality standards. The CAAA included more stringent requirements for demonstrating air quality conformity in Transportation Plans and Projects, per the conformity provisions in Section 176(a). On November 15, 1993, the EPA published conformity rules delineating specific criteria and procedures for fulfilling the conformity requirements of the CAAA. This rule, effective September 15, 1997, has been updated and published in the Federal Register August 15, 1997.

ALTERNATIVE TRANSPORTATION

Flexibility

One of the Department's goals is to ensure transit is a more practical travel option. As a part of the TCR, we will identify gaps in transit service along with deficiencies in access to bicycle and pedestrian facilities. The following information pertains to the inventory of alternative modes of transportation and feasible recommendations to provide a seamless transportation system.

Fixed Route Transit and Demand Response Service

In Merced County the following services are provided:

- Dial-A-Ride: Fourteen vehicles serve Merced County. Five buses serve the City of Merced where service is limited to persons who are 60 years of age or older or persons with disabilities. The remaining vehicles serve Merced County which is available to the general public, with the exception of the City of Los Banos where service is also limited to persons over 60 years of age and persons with disabilities.

- Greyhound Bus Lines: Two stops located in the County of Merced in the Cities of Merced and Los Banos.

- Merced County Transit ("The Bus"): Serves fixed route and demand response service throughout Merced. Also, The Transit Services Consolidation Agreement established a Joint Powers Agreement (JPA) between Merced County and the Cities of Atwater, Dos Palos, Gustine, Livingston, Los Banos, and Merced.

- Merced Transportation Company (MTC): Private company which contracts with Merced County Schools to provide service to disabled students, the Regional Occupational Program (ROP), and Valley High School students. MTC has also contracted with Merced County Transit, private schools, and job training agencies.

- Social Service Transportation Providers: Primarily provides supplementary service addressing needs that are not met through public transit (i.e. evening service, no-emergency medical transport, job training transport). This service is provided by Merced County.

- VIA Charter Lines: Provides charter service for private groups, both within the County of Merced and out, as well as fixed route service from Merced to Yosemite National Park.

- Yosemite Area Regional Transportation Strategy (YARTS): Joint Powers Agreement (JPA) formed by Merced County, Mariposa County, and Mono County to provide transit service throughout the Yosemite Region. Service began May 2000.

In Stanislaus County the following services are provided:

- City of Ceres Transit System: The City of Ceres Transit System operates as a Dial-A-Ride.

- City of Turlock Transit System: The City of Turlock Transit System operates as a Dial-A-Ride.

- Bus Line Service of Turlock (BLST): Three fixed route bus lines.

- City of Waterford Transit System: The City of Waterford Transit System operates a Dial-A-Ride service available to the general public.

- Greyhound Bus Lines: Provides service through bus stops located in Modesto and Turlock.

- Modesto Area Express (MAX): Fixed route which provides service throughout the City of Modesto and a fixed route to the town of Empire.

- Modesto Dial-A-Ride (DAR): This service is available to senior citizens and the handicapped from 7 a.m. to 6 p.m., Monday through Friday and is available to the general public from 6 p.m. to 11p.m., Monday through Friday. It is also available to the general public on Sunday from 9 a.m. to 5 p.m.

- Riverbank-Oakdale Transit Authority Transit System: Provides Dial-A-Ride service between the two cities and unincorporated areas between and around them.

- Stanislaus Regional Transit (StaRT): StaRT operates seven public transit services, six of which are operated by contract with private companies.

Pedestrians

Pedestrian traffic makes up the link between all other forms of transportation. If the facilities for pedestrian traffic are safe, convenient, and seamless, then this will fill one more gap in the system. Our transportation system needs to be seamless. Where there is a break in one form of transportation, the next form needs to make up for it. Because of the difficulty in providing seamless systems in some of the modes, the pedestrian form of transportation is what is left, therefore, the pedestrian form of transportation needs to be provided with safe, convenient, and plentiful facilities. Those facilities include signalized intersections, stop signs, sidewalks and cross walks that are wheelchair assessable, public restrooms, covered resting areas, bicycle storage facilities, and transit waiting areas with benches.

Rail

In Stanislaus County passenger rail service is provided by Amtrak with stations located in Modesto and Denair. Amtrak operates four daily "San Joaquin" trains from Bakersfield to Oakland. A fifth train has been added to provide a direct connection between Stockton and Sacramento. The remainder of the rail service In Stanislaus County is commercial cargo transport operated by either Union Pacific or Burlington Northern Santa Fe.

In Merced County, freight rail is served by the Union Pacific Transportation Company and the Burlington Northern Railway Company. Passenger rail is provided by Amtrak on a daily basis.

Rail service is expected to increase due to the higher costs associated with trucking and an expected increase in industry.

Airports

The following airports serve Stanislaus County:

- Modesto City-County Airport
- Oakdale Municipal Airport
- Turlock Municipal Airport
- Crows Landing Naval Auxiliary Landing Facility

The following airports serve Merced County:

- Merced Municipal Airport
- Gustine Airport
- Los Banos Municipal Airport
- Castle Airpark (formerly Castle Air Force Base).

Bicycle Facilities

Currently, bicycle facilities are not available in the rural portions of Merced County. However, it should be noted that SR-165 allows bicycles along the entire length of the route. Limited facilities are also available throughout the City of Los Banos.

Stanislaus County has a Regional Bicycle Action Plan that serves as a blueprint to bring together the needs, cost, and benefits of expanding their bicycle facilities.

Park and Ride Lots

Currently, there are no existing Park and Ride lots along SR-165. According to District 10 Draft Park and Ride Plan, in Merced County, a Park and Ride lot is being considered in the community of Hilmar (PM 33.00 to PM 34.00). Also, in Stanislaus County, a Park and Ride lot is being considered in Turlock (PM 1.55), located on SR-99 and SR-165 (Lander Avenue). The number of parking spaces in both Park and Ride lots are to be determined.

Estimated date for completion of District 10 Park and Ride Plan is for the beginning or middle of April 2004.

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion can be reduced by improving incident management and reducing the number of incidents through ITS. ITS is designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits for traveler information and congestion management through changeable message boards, ramp metering, and automated warning systems.

District 10 has embarked on a program of advanced technology to meet our present and future traffic demands. The 1999 District Traffic Management Long-Range Operational Plan proposed Automated Curve Warning System, Weather Stations, and Changeable Message Signs (CMS) with Loop Detectors.

A San Joaquin Valley ITS Strategic Deployment Plan (SJV ITS SDP) has recently been completed for the eight valley counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kern, Kings, and Tulare. The Plan includes recommendations for valley-wide and inter-jurisdictional initiatives to address problems that affect the entire region, as well as recommendations for projects that will address specific local problems throughout the valley. The San Joaquin Valley ITS Strategic Deployment Plan is intended to provide a starting point for regional ITS coordination, programming, and implementation efforts over the next twenty years.

The following is a list of the Planned ITS Projects for SR-165:

Merced County	
Post Mile	**Description**
.50	Weather Station
1.00	Southbound CMS / Weather Station, Decision Point *
7.78	Northbound CMS, Decision Point *
9.20	Southbound CMS, Decision Point *
Stanislaus County	
Post Mile	**Description**
.40	Northbound CMS, Decision Point *

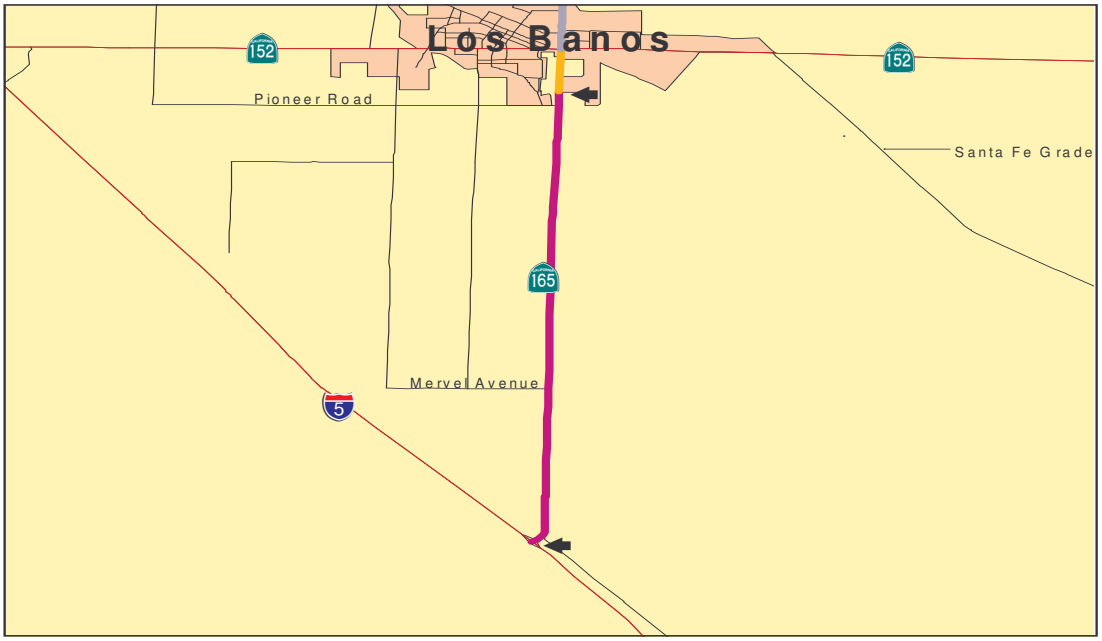
* Decision Point means a CMS located where drivers can take an alternate route to avoid the congestion in front of them.

* Northbound / Southbound – The side where a CMS is to be located.

SR-165: MERCED COUNTY - SEGMENT 1
FACT SHEET

Location: I-5 to north of Pioneer Road
Post Mile: PM 0.00 – 8.04
Kilometer Post: KP 0.00-12.94
Length: 8.04 miles/12.94 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 65 mph

	Existing Facility 2000	2015 w/o Improvement	2025 w/o Improvements
LOS	B	C	D
V/C	0.20	0.33	0.39
ADT	3,400	3,950	4,700
Peak Hour Volume	550	920	1,100
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	4%	4%	4%

Concept Facility (2025): 2-lane conventional highway with paved shoulders and left-turn channelization as appropriate, LOS D

Ultimate Transportation Corridor: 4-lane conventional highway

Local Planning Jurisdiction: Merced County Association of Governments

Planned Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 7.78-11.73/ KP 12.52-18.88	Widen to 4 lanes	Regional Transportation Plan 2001 (Tier 2)

Programmed Projects

Currently, there are no programmed projects for this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

Right of Way

The right of way within this segment ranges from 60 feet to 70 feet. This segment is located primarily along rural terrain. Highway widening will require acquisition of right of way, relocation of utility poles and widening of four bridges. The four bridges consist of California Aqueduct at PM 1.08/KP 1.74, the Delta Mendota Canal at PM 3.33/KP 5.36, the Outside Canal at PM 4.52/KP 7.27, and the Inside Canal at PM 7.17/KP 11.54.

Air Quality/Environmental Status

Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Environmental Status

SR-165 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate
Special Status Species	Moderate
Cultural Resources	Moderate
Leaking Underground Tanks	Low
Possible Hazardous Waste	Moderate/High
Other Comments About This Segment	Dairies

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
0.27	1.79	0.50	1.00

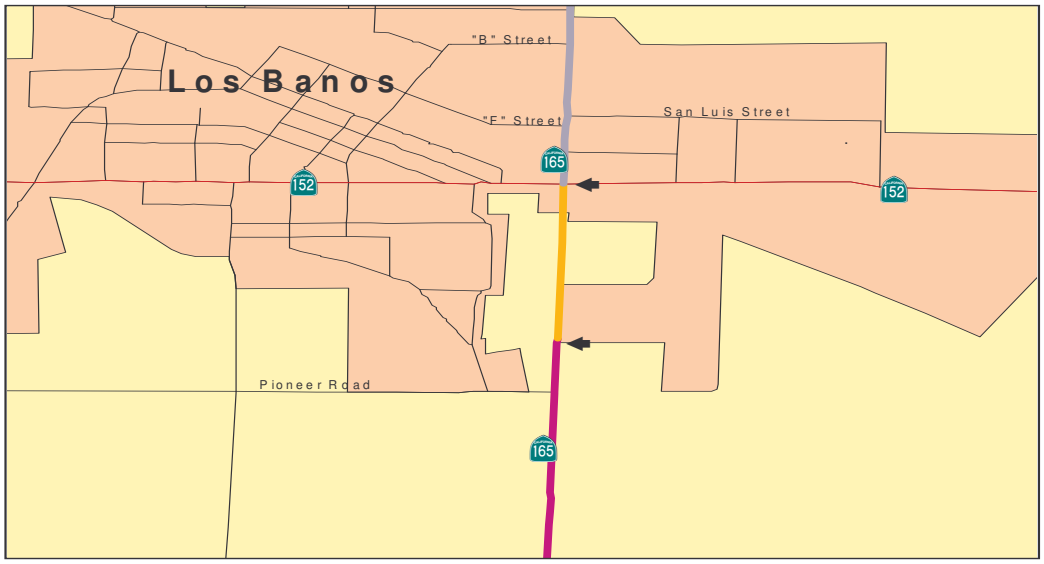
Source: TASAS Database (January 1, 2000 – December 31, 2002)

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

SR-165: MERCED COUNTY - SEGMENT 2
FACT SHEET

Location: North of Pioneer Road to SR-152
Post Mile: PM 8.04-8.79
Kilometer Post: KP 12.94-14.15
Length: 0.75 miles/1.21 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 65 mph

	Existing Facility 2000	2015 w/o Improvement	2025 w/o Improvements
LOS	C	E	E
V/C	0.22	0.59	0.69
ADT	7,000	12,400	14,500
Peak Hour Volume	600	1,650	1,950
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks	4%	4%	4%

Concept Facility (2025): 4-lane conventional highway with continuous left-turn lanes as appropriate, LOS D

* The 2001 MCAG RTP identifies long term plans to widen SR-165 to four travel lanes with a left-turn lane from the City limits to SR-152. Additionally, MCAG, the City of Los Banos and Caltrans through a cooperative effort, have developed a Los Banos Access Management Plan that will be used by all three agencies to address circulation concerns along the corridor. The Plan identifies Los Banos access management policies in IGR, including planning and permit processes. The Plan will serve as a tool in developing the General Plan, and will assist in providing a foundation for the joint decision-making process for the City of Los Banos and Caltrans regarding granting access to the State Highway System in the area.

Currently, the Los Banos Bypass (SR-152) is programmed in the STIP for Project Approval/Environmental Document (PA&ED) phase.

Ultimate Transportation Corridor: 4-lane conventional highway

Local Planning Jurisdiction: Merced County Association of Governments

Planned Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 7.78-11.73/ KP 12.52-18.88	Widen to 4 lanes	Regional Transportation Plan 2001 (Tier 2)

Programmed Projects
Currently, there are no programmed projects for this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

Right of Way

The right of way within this segment ranges from 60 to 65 feet.

Air Quality/Environmental Status

Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Environmental Status

SR-165 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low
Special Status Species	Moderate
Cultural Resources	Moderate
Leaking Underground Tanks	Moderate
Possible Hazardous Waste	Moderate/High
Other Comments About This Segment	Dairies

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
1.18	5.92	0.82	1.75

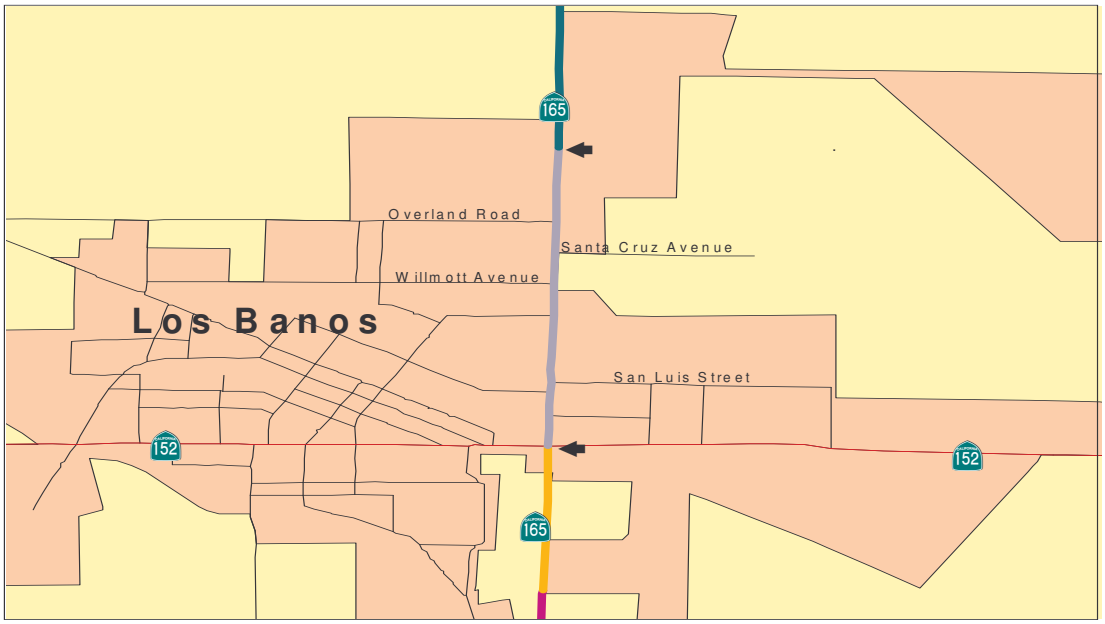
Source: TASAS Database (January 1, 2000 – December 31, 2002)

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

SR-165: MERCED COUNTY - SEGMENT 3
FACT SHEET

Location: SR-152 to north of Overland Road
Post Mile: PM 8.79-10.33
Kilometer Post: KP 14.15-16.62
Length: 1.54 miles/2.48 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 65 mph

	Existing Facility 2000	2015 w/o Improvement	2025 w/o Improvements
LOS	D	F	F
V/C	0.46	1.32	1.67
ADT	11,600	33,500	42,200
Peak Hour Volume	1,300	3,700	4,700
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4%	4%	4%

Concept Facility (2025): 4-lane conventional highway with paved shoulders and left-turn channelization as appropriate, LOS D

See Page 18 *

Ultimate Transportation Corridor: 5-lane conventional highway

Local Planning Jurisdiction: Merced County Association of Governments

Planned Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 7.78-11.73/ KP 12.52-18.88	Widen to 4 lanes	Regional Transportation Plan 2001 (Tier 2)

Programmed Projects

Currently, there are no programmed projects for this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

Right of Way

The right of way within this segment ranges from 65 to 70 feet. Right of way restrictions include close proximity to utility poles and residential and commercial buildings.

Air Quality/Environmental Status

Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Environmental Status

SR-165 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low
Special Status Species	Moderate
Cultural Resources	Low
Leaking Underground Tanks	Moderate
Possible Hazardous Waste	Moderate/High
Other Comments About This Segment	Dairies/Substation

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
1.60	3.72	0.82	1.75

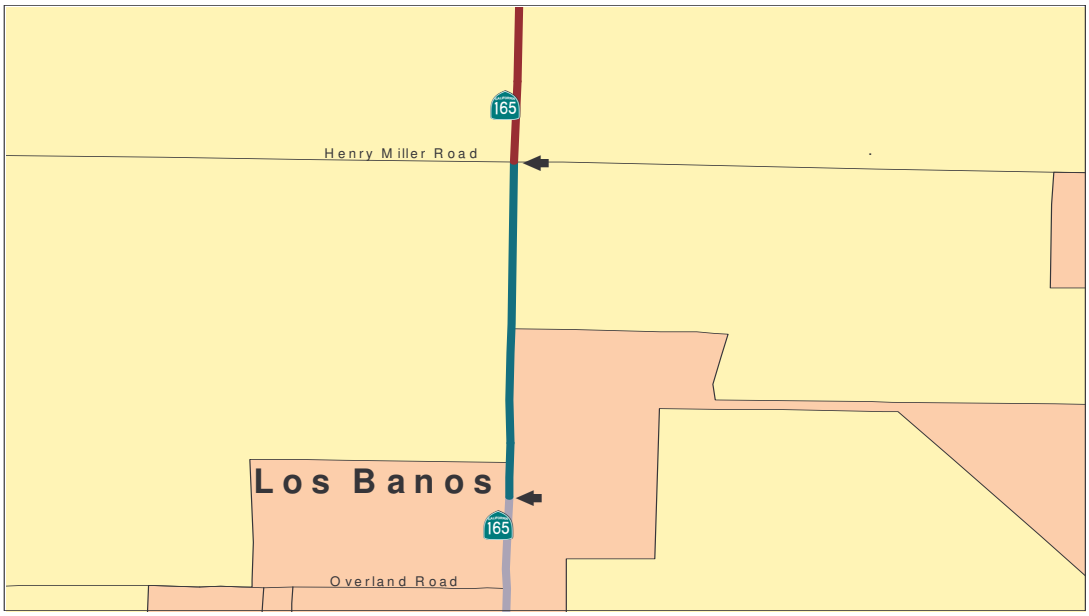
Source: TASAS Database (January 1, 2000 – December 31, 2002)

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

SR-165: MERCED COUNTY - SEGMENT 4
FACT SHEET

Location: N. of Overland Rd. to Henry Miller Rd.
Post Mile: PM 10.33-11.73
Kilometer Post: KP 16.62-18.88
Length: 1.40 miles/ 2.25 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 65 mph

	Existing Facility 2000	2015 w/o Improvement	2025 w/o Improvements
LOS	D	F	F
V/C	0.41	1.61	2.09
ADT	9,800	38,500	50,000
Peak Hour Volume	1,150	4,500	5,900
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4%	4%	4%

Concept Facility (2025): 4-lane conventional highway with paved shoulders and left-turn channelization as appropriate, LOS D

See Page 18 *

Ultimate Transportation Corridor: 4-lane conventional highway

Local Planning Jurisdiction: Merced County Association of Governments

Planned Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 7.78-11.73/ KP 12.52-18.88	Widen to 4 lanes	Regional Transportation Plan 2001 (Tier 2)

Programmed Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 11.70-26.90/ KP 18.83-43.29	Wolfsen Rehab AC Overlay and widen structure	2002 SHOPP (PA&ED)

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

Right of Way

Right of way for this segment is 70 feet. The right of way restrictions within this segment consist of route proximity to utility poles, dispersed residential structures, light industry, and one small dairy farm.

Air Quality/Environmental Status

Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Environmental Status

SR-165 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate
Special Status Species	Low
Cultural Resources	Moderate
Leaking Underground Tanks	Low/Moderate
Possible Hazardous Waste	Moderate/High
Other Comments About This Segment	Dairies

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
0.25	0.76	0.56	1.22

Source: TASAS Database (January 1, 2000 – December 31, 2002)

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

SR-165: MERCED COUNTY - SEGMENT 5
FACT SHEET

Location: Henry Miller Road to SR-140
Post Mile: PM 11.73-26.87
Kilometer Post: KP 18.88-43.24
Length: 15.14 miles/24.36 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat

Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 65 mph

	Existing Facility 2000	2015 w/o Improvement	2025 w/o Improvements
LOS	C	F	F
V/C	0.30	1.30	1.70
ADT	4,900	21,300	28,200
Peak Hour Volume	830	3,650	4,800
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4%	4%	4%

Concept Facility (2025): 2-lane conventional highway with left-turn channelization, LOS D

Ultimate Transportation Corridor: 4-lane conventional highway

Local Planning Jurisdiction: Merced County Association of Governments

Planned Projects
Currently, there are no planned projects for this segment.

Programmed Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 11.70-26.90/ KP 18.83-43.29	Wolfsen Rehab AC Overlay and widen structure	2002 SHOPP (PA&ED)

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

Right of Way

The right of way ranges from 70 to 110 feet. Severe right of way issues must be considered in this segment for any widening projects. First, a canal runs parallel to the route. The route's proximity to the canal fluctuates between 50 feet and 100 feet. The canal begins at approximately PM 15.26/KP 24.56 and ends at approximately PM 19.97/KP 32.13. Also located in close proximity to the route for the majority of its length, are the Great Valley Grasslands State Park, San Luis Wildlife Refuge, and the San Joaquin River. Two bridges are also located on this segment, the Salt Slu Bridge at PM 22.34/KP 35.95 and the San Joaquin River Bridge at PM 25.61-25.68/KP41.21-41.33. Utility poles and few residential and commercial structures also exist on this segment.

Air Quality/Environmental Status

Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Environmental Status

SR-165 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 Year
Wetlands	High
Special Status Species	High
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Moderate/High
Other Comments About This Segment	Dairies

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
0.42	1.09	0.47	0.97

Source: TASAS Database (January 1, 2000 – December 31, 2002)

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

SR-165: MERCED COUNTY - SEGMENT 6
FACT SHEET

Location: SR-140 to Williams Avenue
Post Mile: PM 26.87-32.37
Kilometer Post: KP 43.24-52.09
Length: 5.50 miles/8.85 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat

Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 65 mph

	Existing Facility 2000	2015 w/o Improvement	2025 w/o Improvements
LOS	C	E	E
V/C	0.32	0.66	0.79
ADT	7,700	15,900	19,100
Peak Hour Volume	900	1,850	2,200
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4%	4%	4%

Concept Facility (2025): 2-lane conventional highway with shoulder widening, LOS D

Ultimate Transportation Corridor: 4-lane conventional highway

Local Planning Jurisdiction: Merced County Association of Governments

Planned Projects
Currently, there are no planned projects for this segment.

Programmed Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 11.70-26.90/ KP 18.83-43.29	Wolfsen Rehab AC Overlay and widen structure	2002 SHOPP (PA&ED)
Merced	SR-165	PM 32.20-32.60/ KP 51.98-52.50	On SR-165 at Williams Road	2005 Minor
Merced	SR-165	PM 27.9 / KP 44.9	Construct Left Turn Channelization	2006 Minor

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

Right of Way

The right of way within this segment ranges from 40 feet to 66 feet. Widening considerations may include route proximity to utility poles and dispersed residential and commercial development. Also, the Merced River Bridge is located at PM 30.29-30.55/KP 48.75-49.16.

Air Quality/Environmental Status

Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Environmental Status

SR-165 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 Year
Wetlands	Moderate
Special Status Species	High
Cultural Resources	Low
Leaking Underground Tanks	Low/Moderate
Possible Hazardous Waste	Moderate/High
Other Comments About This Segment	Dairies

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
0.43	1.57	0.47	0.97

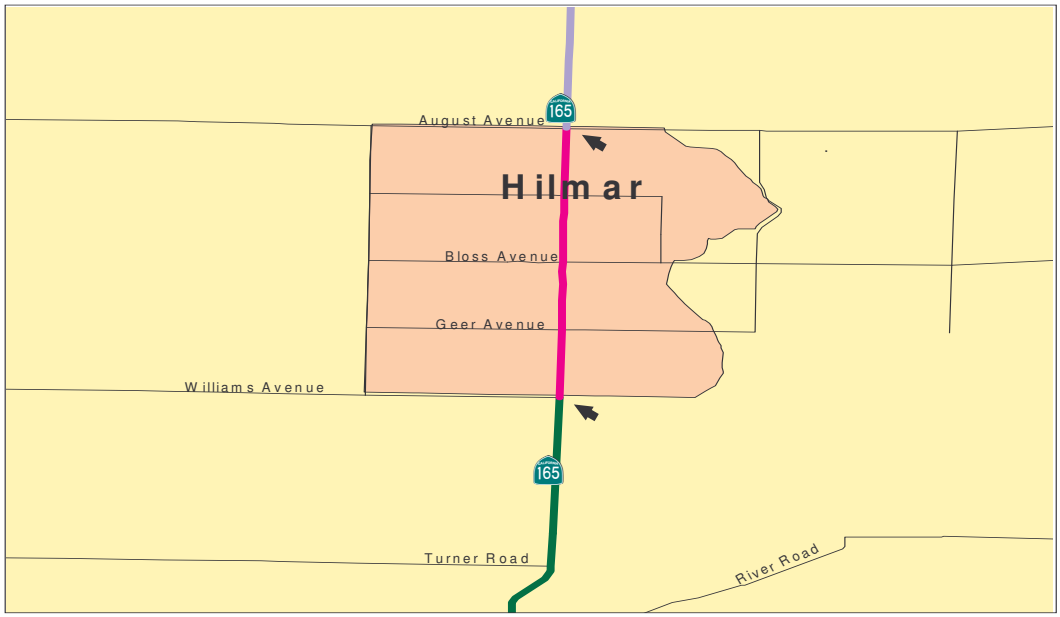
Source: TASAS Database (January 1, 2000 – December 31, 2002)

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

SR-165: MERCED COUNTY - SEGMENT 7
FACT SHEET

Location: Williams Avenue to August Avenue
Post Mile: PM 32.37-34.36
Kilometer Post: KP 52.09-55.30
Length: 2.00 miles/3.20 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 65 mph

	Existing Facility 2000	2015 w/o Improvement	2025 w/o Improvements
LOS	D	E	F
V/C	0.58	0.88	1.01
ADT	13,400	20,100	22,800
Peak Hour Volume	1,600	2,500	2,800
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4%	4%	4%

Concept Facility (2025): 4-lane conventional highway with left-turn channelization, LOS D

* According to the April 2001 Highway 165 Major Investment Study (MIS) report prepared by MCAG, in regards to SR-165 Widening (American Avenue to SR-99) Improvement, based on traffic projections, transportation system management (TSM) approaches proposed elsewhere in this report may not be sufficient to reduce future congestion along the SR-165 segment from American Avenue to SR-99. As a result, Caltrans has prepared a preliminary cost estimate for widening this segment of roadway and adding travel lanes. Additional capacity of this segment of roadway will be reviewed in future years based on operational experience gained from existing and planned improvements in the region including improvements to the SR-99 corridor and planned upgrades of Bradbury Boulevard.

In regards to Hilmar improvements, review of past bypass plans for this segment resulted in the determination that the facility would not be a cost effective solution to either present or projected future traffic congestion. Development of a circulation plan for the community of Hilmar will reduce local traffic impacts on Highway 165, and reduce congestion for this segment of roadway. An element of this local circulation system may be upgraded in future years to a bypass facility for Highway 165. The new circulation elements, coupled with other TSM strategies, are expected to maintain corridor capacity on this segment of roadway through the 2020 planning period.

Ultimate Transportation Corridor: 4-lane conventional highway

Local Planning Jurisdiction: Merced County Association of Governments

Planned Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 32.37-36.72/ KP 52.09-59.10	Widen to 4 lanes	Regional Transportation Plan 2001 (Tier 2)

Programmed Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 32.20-32.60/ KP 51.98-52.50	Install left-turn lane	2005 Minor
Merced	SR-165	PM 32.60-32.80/ KP 52.46-52.79	Extend left-turn lane	2005 Minor

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

Right of Way

The right of way within this segment ranges from 60 to 90 feet. Widening considerations include route proximity to utility poles and gradual increase of residential and commercial development as the route approaches the community of Hilmar.

Air Quality/Environmental Status

Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Environmental Status

SR-165 Environmental Status	Degree of Impact - if appropriate
Flood Plains	100 Year
Wetlands	Low
Special Status Species	Low
Cultural Resources	Low
Leaking Underground Tanks	High
Possible Hazardous Waste	Moderate/High
Other Comments About This Segment	Dairies

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
0.90	3.33	0.55	1.14

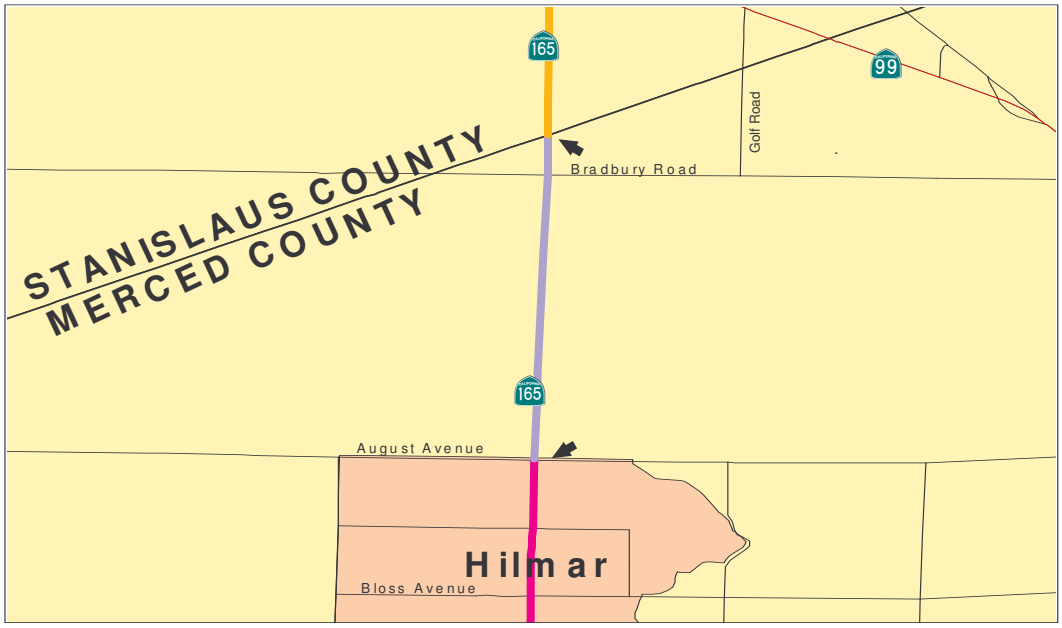
Source: TASAS Database (January 1, 2000 – December 31, 2002)

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

SR-165: MERCED COUNTY - SEGMENT 8
FACT SHEET

Location: August Avenue to Mer/Sta County line
Post Mile: PM 34.36-36.72
Kilometer Post: KP 55.30-59.10
Length: 2.36 miles/3.80 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 65 mph

	Existing Facility 2000	2015 w/o Improvement	2025 w/o Improvements
LOS	E	E	F
V/C	0.67	0.88	0.97
ADT	17,100	22,600	24,800
Peak Hour Volume	1,850	2,450	2,700
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4%	4%	4%

Concept Facility (2025): 4-lane conventional highway with left-turn channelization, LOS D

See Page 34 - 35 *

Ultimate Transportation Corridor: 4-lane conventional highway

Local Planning Jurisdiction: Merced County Association of Governments

Planned Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 32.37-36.72/ KP 52.09-59.10	Widen to 4 lanes	Regional Transportation Plan 2001 (Tier 2)

Programmed Projects

County	Route	PM/KP	Description	Designation
Merced	SR-165	PM 34.4/ KP 55.3	Install Traffic Signals	2006 Minor

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

Right of Way

The right of way for this segment is 60 feet. Widening considerations may include route proximity to utility poles and dispersed residential and commercial development.

Air Quality/Environmental Status

Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Environmental Status

SR-165 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Low/Moderate
Special Status Species	Low
Cultural Resources	Low
Leaking Underground Tanks	Low/Moderate
Possible Hazardous Waste	Moderate/High
Other Comments About This Segment	Dairies

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
0.41	1.17	0.45	0.92

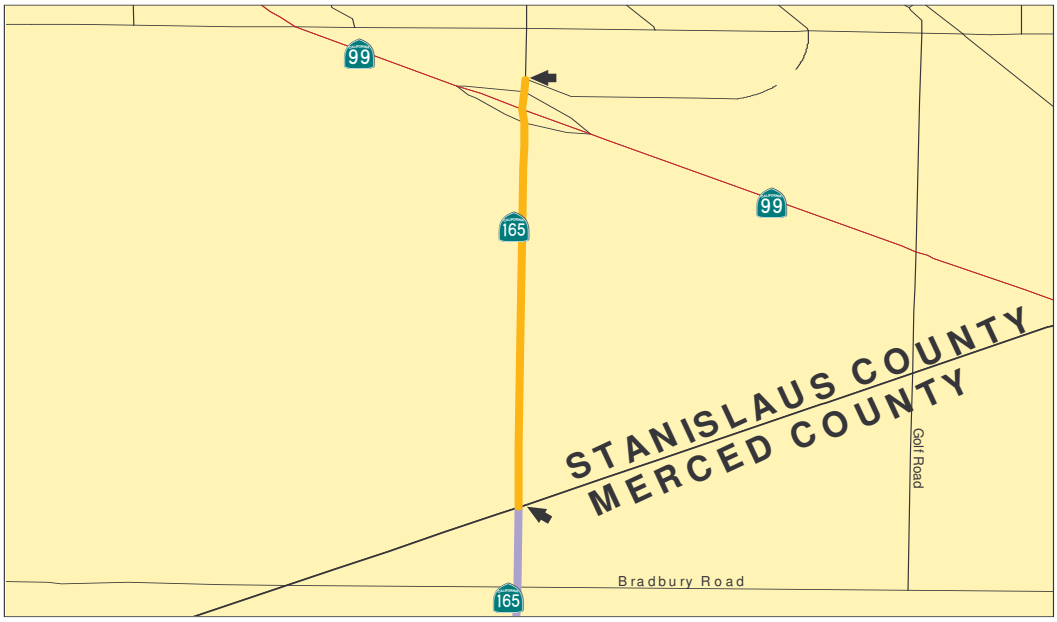
Source: TASAS Database (January 1, 2000 – December 31, 2002)

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

SR-165: STANISLAUS COUNTY - SEGMENT 1
FACT SHEET

Location: Mer/Sta County Line to north of Junction 99
Post Mile: PM 0.00-1.55
Kilometer Post: KP 0.00-2.49
Length: 1.55 miles/2.49 kilometers

Functional Classification: Minor Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 65 mph

	Existing Facility 2000	2015 w/o Improvement	2025 w/o Improvements
LOS	E	F	F
V/C	0.76	1.05	1.20
ADT	19,500	27,000	31,000
Peak Hour Volume	2,123	2,949	3,358
Peak Hour Dir. Split	55/45	55/45	55/45
% Trucks	4%	4%	4%

Concept Facility (2025): 4-lane conventional highway with continuous left-turn lanes as appropriate, LOS D

See Page 34 – 35 *

Ultimate Transportation Corridor: 4-lane conventional highway

Local Planning Jurisdiction: Stanislaus County Council of Governments

Planned Projects
Currently, there are no planned projects for this segment.

Programmed Projects
Currently, there are no Programmed Projects for this segment.

System Designations

System Designations	YES	NO
Freeway/Expressway		X
National Highway System		X
Interregional Road System		X
High Emphasis Route		X
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route		X
Terminal Access Route for National Truck Network	X	
Scenic Highway		X
Accessible to Bicycles	X	

Right of Way

The right of way within this segment ranges from 90 to 95 feet. Widening considerations include route proximity to utility poles and gradual increase of residential and commercial development as the route approaches Junction 99.

Air Quality/Environmental Status

Air Quality

Ozone	Particulate Matter	Carbon Monoxide
Non-attainment	Non-attainment	Unclassified

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site during a three-year period.
- **Non-attainment:** a pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Environmental Status

SR-165 Environmental Status	Degree of Impact - if appropriate
Flood Plains	N/A
Wetlands	Moderate
Special Status Species	Low
Cultural Resources	Low
Leaking Underground Tanks	Low
Possible Hazardous Waste	Moderate/High
Other Comments About This Segment	Dairies

Please refer to Appendix 4 for a description of Flood Plains, Wetlands, and Special Status Species.

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
0.23	0.76	0.44	0.92

Source: TASAS Database (January 1, 2000 – December 31, 2002)

NOTE: This information is for overview purposes only and does not replace a full report from right of way, environmental, or any other branch or division.

Appendix 1
List of System Planning Acronyms

ACLT	Alpine County Local Transportation Commission
ACTC	Amador County Transportation Commission
ADT	Average Daily Traffic
AHS	Automated Highway System
ATSD	Advanced Transportation System Development
AVI	Automated Vehicle Identification
BN&SF	Burlington Northern and Santa Fe Railroad
CAAA	1990 Federal Clean Air Act Amendments
CALACOG	Calaveras Council of Governments
CBD	Central Business District
CCAA	California Clean Air Act
CMAQ	Congestion Mitigation and Air Quality (Improvement Program)
CMP	Congestion Management Plan
CTIS	California Transportation Investment Strategy
CTC	California Transportation Commission
CSS	Context Sensitive Solution
DSMP	District System Management Plan
EPA	Environmental Protection Agency
ETTM	Electronic Toll Collection and Traffic Management
F&E	Freeway and Expressway System
FAT	Fatalities
FIS	Federal Inspection Facility
FY	Fiscal year
HOV	High Occupancy Vehicle
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Route System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LOS	Level of Service
LROP	Long Range Operations Plan
LRT	Light Rail Transit
MAX	Modesto Area Express
MCAG	Merced County Association of Governments
MCLT	Mariposa County Local Transportation Commission
MIS	Major Investment Study
MOU	Memorandum of Understanding
MSL	Maintenance Service Level
NAFTA	North American Free Trade Agreement
NHS	National Highway System
PHV	Peak Hour Volume
PM	Post Mile

PR	Project Report
PSR	Project Study Report
PTOC	Primary Traffic Operations Center
POE	Port of Entry
RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCR	Route Concept Report (now known as Transportation Concept Reports)
ROTA	Riverbank-Oakdale Transit Authority
RTP	Regional Transportation Plan
R/W	Right of Way
SHOPP	State Highway Operations and Protection Program
SHRAHNET	Strategic Highway Corridor Network
SIP	State Implementation Plan
SJCOG	San Joaquin Council of Governments
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
SOV	Single Occupancy Vehicle
SR	State Route
STAA	Surface Transportation Assistance Act
StanCOG	Stanislaus Council of Governments
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCCAPC	Tuolumne County / Cities Area Planning Council
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TSDP	Transportation System Development Program
TMA	Transportation Management Association/Area
TMC	Transportation Management Center
TSM	Transportation System Management
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity Ratio
VMT	Vehicles Miles Traveled

Appendix 2
Level of Service (LOS) Definitions

The LOS is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

Appendix 3
Rural, Urban, and Urbanized Definitions

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

Rural – Under 5,000 population

Urban – 5,000 to 49,999 population.

Urbanized – Over 50,000 population

Appendix 4
Environmental Status Definitions

Flood Plains: Flood data from FEMA Digital Q3 Data Mapping and identification whether or not areas are within 100 or 500 year floodplain.

Wetlands: Jurisdictional Waters of the U.S., including wetlands, are described as those that are under federal and/or state regulatory authority. Waters of the U.S. include essentially all surface waters such as navigable waters and their tributaries, all interstate waters and their tributaries all wetlands adjacent to these waters, and all impoundments of these waters. Wetland data obtained from the U.S. Fish and Wildlife Service National Wetland Inventory Mapping, previous survey data, or other in office sources. Army Corps of Engineer and EPA definition of wetlands are: those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Special Status Species: Species that are legally protected under federal and state Endangered Species Acts or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing.

- Species listed or proposed for listing as threatened or endangered under the federal or state Endangered Species Act (50 CFR 17.12 and 14 CCR 670.5);

- Species that are federal candidates for possible future listing under the federal Endangered Species Act;

- Species listed as Federal Species of Concern;

- Species that meet the definition or are endangered under the California Environmental Quality Act (CEQA), State CEQA guidelines, section 12380.

- Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq).

- Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California (Lists 1A and 2 in Skinner and Pavlik 1994)."

- Plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in Skinner and Pavlik 1994), which may be included on the basis of local significance or recent biological information;

- A Bureau of Land Management, U.S. Fish and Wildlife Service, or U.S. Forest Service Sensitive Species.